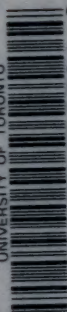


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BIBLIOGRAPHY
OF
ROAD-MAKING
AND ROADS IN THE
UNITED KINGDOM

DOROTHY BALLEEN



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STUDIES IN ECONOMICS AND POLITICAL SCIENCE

Edited by the Hon. W. PEMBER REEVES,

Director of the London School of Economics.

No. 3 in the Series of Bibliographies by Students connected
with the London School of Economics and Political Science.

BIBLIOGRAPHY OF ROAD-MAKING AND ROADS IN THE UNITED KINGDOM.

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BY
DOROTHY BALLEEN.

WITH AN INTRODUCTION BY
SIR GEORGE GIBB,
Chairman of the Road Board.

131/25
30/11/14

London:
P. S. KING & SON,
ORCHARD HOUSE, WESTMINSTER.

1914.

COMPILER'S NOTE.

No originality is claimed for the research of which the results are embodied in the following pages. It was undertaken at the suggestion of Professor Sidney Webb, in view of the recent revival of interest in highway problems due to the Development Act of 1909, and is merely a revised and considerably enlarged edition of the Bibliography compiled by Mr. and Mrs. Webb in 1906. During the years 1907-1911 Professor Webb had amassed a quantity of notes for incorporation in the second edition of the Bibliography; and I am indebted to him not only for these notes, which he transferred to me at the beginning of my task, but for further notes and valuable suggestions during the progress of the work.

At an early stage in the work, it became evident that a complete record of the literature of British and Irish roads would be undesirably bulky. It was therefore decided to omit certain classes of documents, viz. :

- (1) The Ordnance Survey maps, official catalogues of which are available.
- (2) Guide-books not intended primarily for travellers by road, and published after 1850.

- (3) Local Acts of Parliament relating to turnpike roads, bridges, and streets. For those issued between 1800 and 1900 a good index has been issued by the Government; while those of earlier date are listed, and many given in full, in Danby Pickering's edition of the statutes.
- (4) Annual reports of Surveyors and of Highway Committees.

With the exception of these groups, the bibliography is as nearly complete as the materials within reach would allow. The British Museum Catalogues have proved invaluable, especially in the historical sections, while that of the Patent Office Library has supplied the greater part of the section on road construction and repair. In addition to the catalogues of these two libraries and of the British Library of Political Science, the following are the principal sources which have been consulted in the course of the work :

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INTRODUCTION

THE proper attitude of mind towards a bibliography is one of simple gratitude. This is especially the case if information on the subject is only to be found in the unfrequented byeways of knowledge. Search for authorities and references then becomes dull, laborious and uncertain, and any work which facilitates or lightens this labour of research is assured of welcome. The indebtedness of students of English Local Government to the London School of Economics and to the zealous workers inspired by the School is already great, and Miss Dorothy Ballen has now added another modest and useful volume to the long list for which students in many departments of public administration are truly thankful.

Roads after being neglected for the greater part of a century have suddenly become objects of great concern and importance. Public interest in them is keen and general. To what new uses can they be put? How should they now be made and maintained? How should they be administered? How can the needs and convenience of the various groups of road users be met and reconciled? What will be the ultimate cost and economic advantage of adapting roads

to the requirements of power-driven vehicles ? and the inevitable and comprehensive question, who should pay are all questions which are eagerly discussed at the present time. They present problems which are by no means easy to solve, but the significant point for my present purpose is that these problems are not new, though the circumstances which have brought them into fresh discussion are of quite recent occurrence. Our forefathers were perplexed by problems essentially similar to those which have arisen in our time ; it is important, therefore, that in our consideration of these questions we should not neglect the lessons of the past. If we are to reach a true comprehension of the existing situation in regard to roads we must study the history of roads. No one can hope to understand or explain why road administration is what it is if they do not know how it has grown up. It is only by the light of historical enquiry that its peculiarities become intelligible. But until quite recently, historical knowledge on the subject was rare and information was difficult to trace. It was also obscure and uncertain even when traced. Before Mr. and Mrs. Sidney Webb compiled a small bibliography of roads in 1906, as a preparation for their lucid and admirable " Story of the King's Highway," published only a few months ago, the field which the student of English highways had to explore was a trackless wilderness.

Miss Ballen has carried bibliographical research

a step further. Her enlarged and complete bibliography reveals in fuller detail the great mass of literature about roads which has lurked in the recesses of libraries, and provides a sectionised list of books, pamphlets, Bills, Acts of Parliament, and maps which ought to satisfy the needs of the most industrious student of the subject.

Miss Ballen has attempted to classify the contents of her bibliography under the general headings of (1) History and Description ; (2) Administration ; (3) Engineering ; (4) Traffic. But road books do not readily lend themselves to classification according to modern ideas. Writers on roads are a discursive class, and it may be useful to warn students in search of references that they will not be able safely to omit examination of the entries in each group of the classification.

A mere perusal of Miss Ballen's bibliography and of the dates and titles of the books written, taking due notice of the dates when books were not written, is sufficient to afford a good deal of enlightenment. It is not too much to say that the evolution of the road can be traced from the bibliography. The appearance on the road of each new user heralded an outburst of literary and legislative activity, and created a situation similar in principle to that which has been created by the motor traffic of to-day. The literature of the past, like that of to-day, embodies a prevailing tone of discontent. Its classification would be amongst the lamentations. The road user has

always been an impatient and intolerant person in speech, though pathetically tolerant and long-suffering in conduct. Few writers come to praise either the conditions of the roads or their administration. Yet we have, and, though chary of saying it, we know that we have in Great Britain a most admirable, highly practical and singularly complete system of roads. How did we get it? Who made it? It is difficult to answer these questions. Our roads, speaking generally, were not made; they grew. Hence the need of history for comprehension and the value of Miss Ballen's bibliography.

The historical period of roads opened in 1555, when the first Highway Act was passed by Parliament. Statute labour by parishioners was then established, and this remained substantially the sole legal source of public contribution to the maintenance of highways for three centuries. About the same time wheeled vehicles for passengers were introduced, and slowly, but surely, the troubles of the road-maker advanced.

The earliest road user was, no doubt, the pedestrian, whether man, sheep, or pig. Then followed in due succession private carriages, commencing as rare novelties in the middle of the sixteenth century, and increasing very slowly at first and afterwards rapidly. Long waggon were introduced after 1564; coaches for the wealthy classes in London and other towns from 1580 onwards; hackney coaches mainly in towns from

the beginning of the seventeenth century ; stage coaches from the middle of the seventeenth century. So that it took the greater part of a century for travelling in coaches to extend from the gentry to the people.

The development of travelling by coach soon led to fierce discussions and struggles between those who wanted roads suitable for coaches and people of narrow parochial minds and niggardly propensities who objected to the damage done by coaches to the soft dirt tracks which alone represented roads down to the opening of the nineteenth century. Then came the development of turnpike roads, starting with the first turnpike gate—erected in 1663 in Hertfordshire—a significant step which led ultimately to the creation in England of upwards of 20,000 miles of turnpike roads, which in their turn led to the quickening of coach travel, culminating, towards the end of the eighteenth century, in mail coaches and the services, quite wonderful in their time, which these afforded. And now the motor-car has appeared, reviving some of the old struggles.

The bibliography guides us not only through the records of the making of roads and the changes which have occurred in the character of road traffic, but also through the history of the prolonged struggle, not yet ended, between the general public who want roads for their use and convenience and the owners of land or the owners of rateable property who have never, except

under coercion, acquiesced in the principle that it is their duty to maintain roads to serve national requirements. Sir Henry Parnell, in his "Treatise on Roads," published in 1833, expresses a hope that he may be able "to give a better tone to the ideas of those country gentlemen who are but trustees of the interest of the public in road concerns, and encourage them to form a larger and more correct conception of their duties and their responsibilities." But the country gentlemen were stiff. They have always refused either to be coaxed or coerced into performing a duty which according to their view rested not upon them but upon the Government, and the Government have, since the earliest times, halted between two opinions. They allowed roads to suffer rather than take effective steps to secure their proper maintenance.

But this is not the place to discuss the merits or the solutions of road problems, and I will only recommend people interested in those problems to take advantage of the mass of material to which they can now gain access, without an excessive amount of labour, through the compilation for which we are indebted to the London School of Economics and to Miss Dorothy Ballen, whose work has been done with a completeness which deserves the highest commendation.

By Cæsar's Camp,
Wimbledon Common.

GEORGE S. GIBB.

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Provisions :—

1. Every parish must elect two surveyors of the Highways yearly, from among the householders holding lands worth £20 a year, or worth £100.
2. If the appointment is not made, the most substantial householders shall be fined £20, of which they shall recover part from the other inhabitants; and, in default of surveyors, the overseers shall act.
3. The surveyors must present themselves to be sworn.
4. They shall within ten days survey all the roads and bridges, and see what work is needed.
5. They shall give public notice in church of a meeting of parishioners to make a rate for making and repairing and cleansing roads and pavements, the maximum amount of all such rates for the year to be 1s. in the £. The penalty for non-payment, by clause 8, is to be double the sum.

6. If the parishioners do not agree on the rate, the surveyors may make it, subject to the confirmation of a J.P., with appeal to the sessions.
7. Nuisances and encroachments shall be removed, and special assessments shall be levied on owners of offending lands.
9. The surveyors shall hire labour and teams.
12. Rates in aid of overburdened parishes shall be levied on other parishes by authority of the Justices of the Peace in open sessions.
13. Not more than 5 horses or 6 oxen and a horse shall be yoked to each cart.
15. The ordinance shall be applicable to all corporate towns as well as to parishes.

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- ***U.K. Govt.** Act to enable the Commissioners of Woods, Forests, and Land Revenues to make a road from the church in the parish of Sunk Island to Ottringham, in the East Riding of Yorkshire. 1836. 6 and 7 Gul. IV, c. 91.
- *—Bill to authorise application of highway rates to turnpike roads in certain cases. 1836 (446) iv. 211.
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- *—Act 6 and 7 Gul. IV, c. 63.
- Woolrych (Humphry William)** New Highway Act, 5 and 6 Will. IV, c. 50, with notes.
—(2nd ed.) 1836. 8vo. 517.b.32.
- ***U.K. Govt.** Bill to amend the laws relating to the trusts of turnpike roads in England. 1837 (173), iv. 505.
- *—Bill to authorize application of highway rates to turnpike roads in certain cases. 1837 (293) iii. 287.
- *—Bill to discharge His Majesty's manor and demesne lands at Newark, in the county of Nottingham, from any costs of repairing Trent and Markham Bridges, and to charge the same on the other hereditary revenues of the Crown. 1837 (221, 284) iii. 421, 425.
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- *—Report from Select Committee on the Highway Rates Bill, with the minutes of evidence. 1837 (457) xx. 343.
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- ***U.K. Govt.** Bill to amend the laws concerning highways in England. 1838 (470) iv. 361.
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- ***U.K. Govt.** Bill to provide for making unions of turnpike trusts in England, and for valuing and consolidating the bonded debt of such trust. 1839 (350) v. 501.
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- *—Act to authorize trustees or Commissioners of turnpike roads to appoint meetings for executing their trusts in certain cases. 1840. 3 and 4 Vict., c. 39.
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- Bayldon (Richard)** Remarks, with a tabular statement, showing the operation of the 19th Clause of the proposed General Turnpike Bill on the roads within the borough of Leeds, with an appendix . . . on road management. Leeds. 1843. 8vo. 6375.a.51.(1).
- Bayldon (Richard)** Suggestions for consolidating the funds and management of turnpike roads, and management within the borough of Leeds. 1843.
- Cheltenham** Road work on railways. A statement made by the trustees of the Cheltenham District of turnpike roads. 1843.
- (Reprinted.) 1892. Gloucester. 8vo, pp. 15. C.T.228.(4).

- ***U.K. Govt.** Bill to continue, until August 1st, 1844, 4 and 5 Vict., c. 59, for authorising the application of highway rates to turnpike roads. 1843 (506) iii. 133.
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- Isle of Wight system of roads, and system of guardians of the poor, not a model but a warning to the Legislature. Southampton. 1845. 8vo. 8254.b.
- ***U.K. Govt.** Bill to continue to Oct. 1st, 1846, 4 and 5 Vict., c. 59, for authorising the application of highway rates to turnpike roads. 1845 (501) iii. 289.
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- ***U.K. Govt.** Act for making certain alterations and improvements in the approaches to the castle and town of Windsor. 1848. 11 and 12 Vict., c. 53.
- *—Bill to continue an act for authorizing the application of highway rates to turnpike roads. 1848 (550) iii. 13.
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- *—Bill for making a turnpike road between Stone Creek and Sunk Island Church in the county of York, and between Sunk Island Church and Patrington Haven, and for consolidating with such roads the present turnpike road from Sunk Island Church to Ottringham, and for constructing quays and wharfs at Stone Creek. 1852 (329) iv. 347; as amended in committee (408) iv. 357.
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- *—Admeasurement of the public highways in the Melton Mowbray division in the county of Leicester, and the cost thereof, for the year ending March 25th, 1853. 1853 (538) xcvi. 729.
- *—Bill to continue an act for authorizing the application of the highway rates to turnpike roads. 1853 (762) iii. 569.
- *—Act 16 and 17 Vict., c. 66.
- Receipts and expenditure on account of highways in each county in England and Wales, made out in the form required by the Act 12 and 13 Vict., c. 35, distinguishing the cities, boroughs, towns, and places under local Acts from the ordinary highways; for the year ending 25th March.
1852—1852-53 (885) xcvi. 723.
- *1853—1855 (67) xlix. 271.
- *1854—1856 (310) lviii. 263.
- *1855—1857 (208, Sess. 2) xxxvii. 463.
- *1856—1857-58 (404) lii. 533.

- ***U.K. Govt.** Reports relating to the circumstances of the undermentioned turnpike trusts applying for local Acts, made by direction of the Secretary of State for the Home Department, under Act 3 and 4 Will. IV., c. 80. 1853. 1st [1617] xcvi. 495; 2nd [1621] 535; 3rd [1630] 567; 4th [1668] 595.
- Allendale Roads [1617] 511.
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- *—Return showing the amounts borrowed from the Public Works Loan Commissioners by turnpike trusts in England and Wales, date of each loan, rate of interest, amount of principal repaid, and unpaid on 5th January, 1853, etc. 1853 (619) xcvi. 479.
- *—Return showing the total receipts, expenditure, and debts of the turnpike trusts in England and North Wales, 1834 to 1850. 1853 (12) xcvi. 477.
- *Bill to continue an Act for authorising the application of the highway rates to turnpike roads. 1854 (190) iii. 47.
- *—Act 17 and 18 Vict., c. 52.
- *—Bill to declare and make provision as regards rating for the repair of highways under the Public Health Act, 1848. 1854 (187) iii. 61.
- *—Act 17 and 18 Vict., c. 69.
- *—Bill to amend the law for uniting parishes into districts, and the appointment of district surveyors of highways over the parishes so united. 1854 (40) iii. 51.
- Reports of the Admiralty relating to applications for local acts. 1854.
- Llandudno Improvement (44-7) xxxviii. 429.
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- *—Reports relating to the circumstances of the undermentioned turnpike trusts applying for local acts, made by direction of the Secretary of State for the Home Department, under Act 3 and 4 Will. IV., c. 80. 1854. 1st (1738) lxiv. 201; 2nd (1749) 233; 3rd (1750) 265; 4th (1760) 289.
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*— Act 18 and 19 Vict., c. 102.

*—Reports of the Admiralty relating to applications for local acts. 1855.

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*—Reports relating to the circumstances of the undermentioned turnpike trusts applying for local Acts, made by direction of the Secretary of State for the Home Department, under Act 3 and 4 Will. IV, c. 80. 1855. 1st [1903] xlix. 113; 2nd [1909] 145; 3rd [1917] 173; 4th [1923] 205; 5th [1925] 237; 6th [1934] 253.

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- ***U.K. Govt.** Return showing the total receipts, expenditure, and debts of the turnpike trusts in England and North Wales, 1834 to 1852. 1855 (13) xlix. 331.
- *—Bill to confirm certain provisional orders made under an Act of 15 Vict., to facilitate arrangements for the relief of turnpike trusts, and to extend the provisions of the said Act. 1856 (36) vi. 505.
- *—Act 19 and 20 Vict., c. 12.
- *—Act to extinguish certain rights of way, and to stop up certain roads and paths near the camp at Aldershot. 1856. 19 and 20 Vict., c. 66.
- *—Reports relating to the circumstances of the undermentioned turnpike trusts applying for local Acts, made by direction of the Secretary of State for the Home Department, under Act 3 and 4 Will. IV, c. 80. 1856. 1st [2044] lviii. 119; 2nd [2059] 145; 3rd [2066] 173; 4th [2067] 197; 5th [2075] 221; 6th [2083] 245.
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- *—Act enabling the Commissioners of the Admiralty to purchase certain lands in the Parish of Chatham, and to stop up, divert, or alter certain ways in the said parish. 1857. 20 and 21 Vict., c. 30.
- *—Bill to confirm certain provisional orders made under an Act of 15 Vict., to facilitate arrangements for the relief of turnpike trusts. 1857 (60, Sess. 2) iv. 669.
- *—Act 20 and 21 Vict., c. 9.

- *U.K. Govt. Bill to amend the Laws relating to the management of the highways in England and Wales. 1857 (56, Sess. 2) ii. 139.
- *—Reports of the Admiralty relating to applications for local Acts. 1857.
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- *—Reports relating to the circumstances of the under-mentioned turnpike trusts applying for local Acts, made by direction of the Secretary of State for the Home Department, under Act 3 and 4 Will. IV, c. 80. 1857. 1st [2225, Sess. 2] xxxvii. 469; 2nd [2226, Sess. 2] 485; 3rd [2227, Sess. 2] 505.
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- *—Return of the length of highways in the several parishes in the county of Middlesex, not being part of the metropolis roads, amount of assessment to the poor, and amount of rate in the pound levied for highway rate in 1856. 1857 (8, Sess. 1) xiii. 141.
- *—Bill to confirm certain provisional orders made under an Act of 15 Vict., to facilitate arrangements for the relief of turnpike trusts, and to extend the provisions of the said Act. 1858 (200) iv. 645.
- *—Act 21 and 22 Vict., c. 80.
- *—Reports relating to the circumstances of the undermentioned turnpike trusts applying for local Acts, made by direction of the Secretary of State for the Home Department, under Act 3 and 4 Will. IV, c. 80. 1858. 1st [2344] xxxii. 413; 2nd [2349] 433.
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- *—Bill for the better management of highways in England. 1859 (4, Sess. 1) i. 755; as amended in Committee, (63) i. 779.
- *—(Do.) (44, Sess. 2) i. 427.
- *—Bill to confirm certain provisional orders made under an Act of 15 Vict., to facilitate arrangements for the relief of turnpike trusts. 1859 (92, Sess. 2) ii. 461.
- *—Report from the Select Committee of the House of Lords, appointed to inquire into the operation of the Act 13 and 14 Vict., c. 99, for the better assessing and collecting the poor rates and highway rates in respect of small tenements, and of the Act of last session, c. 43, to amend the municipal franchise in certain cases; with the proceedings, minutes of evidence, appendix, and index. 1859 (56, Sess. 2) vii. 269. Reprinted 1867 (74) viii. 603.

- *U.K. Govt.** Reports relating to the circumstances of the undermentioned turnpike trusts applying for local Acts, made by direction of the Secretary of State for the Home Department, under Act 3 and 4 Will. IV, c. 80. 1859. 1st [2485, Sess. 1] xiii. 705; 2nd [2486, Sess. 1] 727; 3rd [2490, Sess. 1] 747.
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- *—Return of the amount of toll revenue, debt, arrears of interest, number of miles of road, etc., belonging to each turnpike trust in the county of Essex; number and names of the bridges maintained out of, and annual value of the property assessed to the county rate; number and names of private toll bridges used by the public; 1856 to 1858. 1859 (72, Sess. 2) xxvi. 271.
- *—Return of the names of the parishes in England where an order has been made by the vestry to put in force the Act 13 and 14 Vict., c. 99, for the better assessing and collecting the poor and highway rates in respect of small tenements. 1859 (225, Sess. 1) xxiv. 591. Reprinted 1866 (125) lxi. 25.
- *—Act for extinguishing certain rights of way through Cole Barracks (Portsmouth). 1860. 23 and 24 Vict., c. 49.
- *—Bill to confirm certain provisional orders made under an Act of 15 Vict., to facilitate arrangements for the relief of turnpike trusts. 1860 (254) vi. 703.
- *—Act 23 and 24 Vict., c. 70.
- *—Bill to continue an Act for authorising the application of the highway rates to turnpike roads. 1860 (255) iii. 653.
- *—Act 23 and 24 Vict., c. 67.
- *—Bill for the better management of highways in England. 1860 (6) iii. 629.
- *—Bill to remove doubts as to the power to open highways, roads, and streets for certain purposes. 1860 (168) iii. 657; amended in Committee, (179) iii. 661.
- *—Reports relating to the circumstances of the undermentioned turnpike trusts applying for local Acts, made by direction of the Secretary of State for the Home Department, under Act 3 and 4 Will. IV, c. 80. 1860. 1st [2620] xxxi. 519; 2nd [2627] 539; 3rd [2637] 561; 4th [2659] 593.
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- ***U.K. Govt.** Return of turnpike trusts in England and North Wales, showing, with respect to each, name of trust, title and date of local Acts, date at which they will expire, or whether continued by the General Acts. 1860 (39) lxi. 265.
- *—Bill for the better management of highways in England. 1861 (6) ii. 541.
- *—Bill to confirm certain provisional orders made under an Act of 15 Vict., to facilitate arrangements for the relief of turnpike trusts, and to extend the provisions of the said Act. 1861 (226) iv. 581.
- *—Act 24 and 25 Vict., c. 46.
- *—Reports relating to the circumstances of the undermentioned turnpike trusts applying for local Acts, made by direction of the Secretary of State for the Home Department, under Act 3 and 4 Will. IV, c. 80. 1861. 1st [2776] xxxiii. 141; 2nd [2781] 161; 3rd [2784] 181; 4th [2791] 193.
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- *—Return of the names, salaries, etc., of surveyors and other officers paid by the trustees of the first and second districts of the Essex turnpike roads; also, number of miles; and income and expenditure in 1860. 1861 (112) lvii. 409.
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- *—Bill for the better management of highways in England. 1862 (1) ii. 243; amended by Select Committee, (66) ii. 265; amended by Select Committee, and in Committee, (135) ii. 289; Lords' amendments, (234) ii. 251.
- *—Act 25 and 26 Vict., c. 61.
- *—Bill to confirm certain provisional orders made under an Act of 15 Vict., to facilitate arrangements for the relief of turnpike trusts. 1862 (185) v. 477.
- *—Act 25 and 26 Vict., c. 56.
- *—Minutes of proceedings of the Select Committee on the Highways Bill, 1862. 1862 (226) xvi. 639.
- *—Reports relating to the circumstances of the undermentioned turnpike trusts applying for local Acts, made by direction of the Secretary of State for the Home Department, under Act 3 and 4 Will. IV, c. 80. 1862. 1st [2930] xxviii. 213; 2nd [2932] 237; 3rd [2935] 253; 4th [2938] 273.
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*—Reports relating to the circumstances of the undermentioned turnpike trusts applying for local Acts, made by direction of the Secretary of State for the Home Department, under Act 3 and 4 Will. IV, c. 80. 1863. 1st [3092] xxviii. 227; 2nd [3101] 243; 3rd [3105] 263; 4th [3120] 283; 5th [3125] 295.

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*—Return of counties which have been divided into highway districts, or in which any highway district or districts have been formed, under the Act 25 and 26 Vict., c. 62; stating the number and names of districts, miles of road, number of waywardens, etc. 1863 (315) l. 457.

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*—Act 27 and 28 Vict., c. 101.

- **U.K. Govt.** Bill to confirm certain provisional orders made under an act of 15 Vict., to facilitate arrangements for the relief of turnpike trusts. 1864 (196) iv. 567.
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- Bill to provide for the erection of county bridges in England and Wales. 1864 (77) i. 543.
- Copies of all memorials from public bodies or officers addressed to the Home Department, with reference to the Highways Act, 25 and 26 Vict., c. 61. 1864 (91, 222) l. 269, 291.
- Correspondence with the office of H.M. Works, relating to the private road leading to the Roehampton Gate of Richmond Park. 1864 (438) xxxiv. 185.
- Reports relating to the circumstances of the undermentioned turnpike trusts applying for local acts, made by the direction of the Secretary of State for the Home Department, under Act 3 and 4 Will. IV, c. 80. 1864. 1st [3274] xxxi. 151; 2nd [3282] 167; 3rd [3296] 187.
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- Return of turnpike trusts in England and North Wales, the acts for which have been renewed by Parliament since 1849, showing the date of renewal, amount of debt existing on each such trust in 1850 and 1860, with rate of interest and amount unpaid, and of turnpike trusts with respect to which arrangements have been made under the sanction of the Secretary of State, up to January 1st, 1860, with the amount of debt on each such trust, rate of interest, and amount unpaid in 1850 and 1860. 1864 (473) l. 591.
- Annual amount of the local taxation for paving, cleansing, lighting, sewerage, main drainage, and improvements, levied in each of the parishes, districts, and parts (including the City of London) composing the district of the Metropolitan Local Management Act, 1859 to 1863, rate in the pound at which the same is assessed in each district, etc., and similar return for Manchester, Liverpool, Birmingham, Sheffield, Leeds, Brighton, Hastings, and Tunbridge Wells. 1865 (80) xlvi. 387.
- Bill to confirm certain provisional orders made under an act of 15 Vict., to facilitate arrangements for the relief of turnpike trusts. 1865 (225) iv. 589.

- *U.K. Govt. Act 28 and 29 Vict., c. 91.
- *—Bill to discontinue the taking of toll on the turnpike roads now existing in England and Wales, and to provide for the maintenance of such roads as public highways, and for the discharge of the debts due thereon by voluntary commutation. 1865 (128) iv. 571.
- *—Memorials from the inhabitants of Devizes for and against the abolition of the turnpike trusts in the immediate neighbourhood of the town, and correspondence with the Home Office. 1865 (303) xlvii. 565.
- *—Reports relating to the circumstances of the undermentioned turnpike trusts applying for local Acts, made by direction of the Secretary of State for the Home Department, under Act 3 and 4 Will. IV, c. 80. 1865. 1st [3446] xxix. 217; 2nd [3453] 233; 3rd [3468] 257.
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- *—Return showing, in respect to the Surrey and Sussex, New Cross and Bermondsey, Rotherhithe and Deptford turnpike trusts, the districts or parishes in which they are situated, length of road in each, and number of toll-gates which will be removed on the expiration of the local acts. 1865 (157) xlvii. 559.
- *—Act to confirm a provisional order under the Local Government Act, 1858, relating to the district of Ventnor, and for the repeal of the South Wales Highways Act in Briton Ferry. 1866. 29 and 30 Vict., c. 79.
- Bill to confirm certain provisional orders made under an act of 15 Vict., to facilitate arrangements for the relief of turnpike trusts. 1866 (228) v. 539.
- *—Act 29 and 30 Vict., c. 92.
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 *1872-73—1873 [c. 748] xxix. I.
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 *1874-75—1875 [c. 1328] xxxi. I.
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 *1876-77—1877 [c. 1865] xxxvii. I.
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 *1878-79—1879 [c. 2372] xxviii. I.
 *1879-80—1880 [c. 2681] xxvi. I.
 *1880-81—1881 [c. 2982] xli. I.
 *1881-82—1882 [c. 3337] xxx. Pt. I, I.
 *1882-83—1883 [c. 3778] xxviii. I.
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 *1884-85—1885 [c. 4515] xxxii. I.
 *1885-86—1886 [c. 4844] xxxi. I.
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- *1888-89—1889 [c. 5813] xxxv. 193.
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- *1891-92—1892 [c. 6745] xxxviii. I.
- *1892-93—1893 [c. 7180] xliii. I.
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- *1894-95—1895 [c. 7905] li. I.
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- *1902-03—1903 [cd. 1700] xxiv. I.
- *1903-04—1904 [cd. 2214] xxv. I.
- *1904-05—1905 [cd. 2661] xxxi. I.
- *1905-06—1906 [cd. 3105] xxxv. I.
- *1906-07—1907 [cd. 3665] xxvi. I.
- *1907-08—1908 [cd. 4347] xxx. 347.
- *1908-09 (Pt. II.)—1909 [cd. 4928] xxix. I.
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—Returns of the mileage and expenditure for the year ending March, 1872 (in continuation of 278 of 1872), in respect of highways in the petty sessional divisions, or parts of petty sessional divisions, in which the Act 25 and 26 Vict., c. 61, has not been adopted; also in respect of highways in districts which have been formed under the provisions of the Act 25 and 26 Vict., c. 61, and which have not been dissolved, and of the counties or parts of counties in which the Act 25 and 26 Vict., c. 61, has at any time been adopted, but in which the districts have been dissolved, with the names of such districts. 1873 (357) lviii. 267.

—Return of the total number of turnpike trusts in existence on December 31st, 1864; summary of those which have expired in each year since that date, or which will expire up to December 31st, 1874; number which will remain in existence on and after December 31st, 1874, etc. 1874 (224) lix. 389.

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- *—1871 and 1872—1875 [c. 1328] xxxi. 304.
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- *—1873 and 1874—1877 [c. 1865] xxxvii. 194.
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- *—1875 and 1876—1879 [c. 2375] xxviii. 154.
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LONDON

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- *—Return of sums collected and disbursed in each parish for lighting, watching, and paving the metropolis. 1825 (240) xx. 59.
- Metropolitan Turnpike Act.** The Statute 7 Geo. IV, c. 142, for consolidating the trusts of the turnpike roads in the neighbourhood of the metropolis north of the Thames. With notes . . . by the editor of the General Turnpike Acts. 1826. 12mo, pp. xv, 200. 517.b.31.
- ***U.K. Govt.** Bill to extend to Charing Cross, the Strand, and places adjacent, the powers of an act for making a more convenient communication from Mary-le-bone Park, and to enable the Commissioners of Land Revenues to grant leases of the site of Carlton Palace. 1826 (208) i. 597.
- *—Act 7 Geo. IV, c. 77.
- *—Bill to vest in the Commissioners of H.M. Woods and Forests the powers of several acts for the improvement of the streets near Westminster Hall and the Houses of Parliament, and to authorize the conversion of the pavements in several parts of the Metropolis into broken stone roads. 1826 (359) ii. 155.
- *—Act 7 Geo. IV, c. 78.
- *—Bill for consolidating the trusts of the several turnpike roads in the neighbourhood of the metropolis, north of the River Thames. 1826 (160, 275) i. 103, 223.
- *—Estimate of the sums wanted for carrying into effect acts for the improvement of Westminster, 1821-26. 1826 (135) xx. 135.
- *—Reports on the progress of the improvements in Westminster. 1826 (243) xxi. 11.
- ***U.K. Govt.** Treasury minute, dated Jan. 19th, 1827, on the subject of the improvements in St. James's Park, with a plan of the proposed alterations. 1827 (522) xx. 697.
- Reports of Commissioners appointed under Act 7 Geo. IV, c. 142, on the roads north of the River Thames. 1827 *et seq.*
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- *24th—1850 (290) xxx. 247.
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- *29th—1854-55 (267) xv. 545.
- *30th—1856 (172) xviii. 539.
- ***U.K. Govt.** Bill to alter and enlarge the powers of an act passed in 7 Geo. IV, for extending to Charing Cross, the Strand, and places adjacent, the powers of an act for making a more convenient communication from Mary-le-bone Park, and for enabling the Commissioners of H.M. Woods, Forests, and Land Revenues, to grant leases of the site of Carlton Palace. 1828 (409) i. 467.
- *—Act 9 Geo. IV, c. 70.
- *—Bill to extend the jurisdiction of the commissioners under the acts for paving and regulating the Regent's Park, together with the New Street from thence to Pall Mall; and to amend the said acts. 1828 (408) i. 439.
- *—Act 9 Geo. IV, c. 64.
- *—Bill to amend 7 Geo. IV, for consolidating the trusts of the several turnpike roads in the neighbourhood of the metropolis, north of the Thames, and to make and maintain two new or branch roads to communicate with the said metropolis roads. 1829 (130) ii. 111.
- *—Act 10 Geo. IV, c. 59.
- *—Bill to amend an act of 7 Geo. IV, for extending to Charing Cross, the Strand, and places adjacent, the powers of an act for making a more convenient communication from Mary-le-bone Park. 1829 (242) ii. 299.
- *—Act 10 Geo. IV, c. 61.
- *—Monies received and expended in carrying into execution 7 Geo. IV, c. 77, and sum required for completing the improvements. 1829 (96) xxi. 83.
- *—Returns relating to the improvements at Charing Cross and the Strand, showing what particular sums were applied thereto, the locality of Crown property sold, property agreed to be sold, property acquired by exchange and property contemplated to be sold. 1829 (179) xxi. 89.
- *—Bill to authorize and empower the commissioners appointed by Act, 7 Geo. IV, for extending to Charing Cross, the Strand, and places adjacent, the powers of act for making a more convenient communication from Mary-le-bone Park, to make and form a new street from the Strand to Charles Street, Covent Garden, and to widen the north end of Bow Street into Long Acre. 1830-31 (244, 314) ii. 609, 621; 1831 (95) iii. 663.
- *—Act 1 and 2 Gul. IV, c. 29.
- *—Account of money assessed under various acts from 1813 [Regent's Park and Regent's Street]; amount borrowed by commissioners; debt due; names of commissioners; number of meetings; number present. 1832 (472) xxvi. 545.
- *31st—1857 (50 Sess. 2) xvi. 341.
- *32nd—1857-58 (238) xxxii. 403.
- *33rd—1859 (19 Sess. 2) xi. 173.
- *34th—1860 (333) xxxi. 497.
- *35th—1861 (269) xxxiii. 115.
- *36th—1862 (235) xxviii. 307.
- *37th—1863 (186) xxviii. 311.
- *38th—1864 (244) xxxi. 211.
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- ***U.K. Govt.** Bill to extend the jurisdiction of the commissioners acting in the execution of three acts for paving and regulating the Regent's Park and the several streets and places in Westminster to certain other streets and places in Westminster, and for other purposes. 1832 (434, 489) iv. 695, 719.
- *—Act 2 and 3 Gul. IV, c. 56.
- *—Names of streets under the management of optional commissioners ; titles under which they act ; sums rated annually, 1821-1831. 1832 (549) xlv. 163.
- *—Report from Select Committee appointed to inquire into the most economical and eligible mode of improving the approaches to the Houses of Parliament and courts of law, and improving the neighbourhood of Buckingham Palace. 1832 (567, 614) v. 425, 427.
- The tunnel under the Thames. An exposition of facts . . . relating to the tunnel . . . as the same was . . . submitted to the King by Mr. Isambard Brunel. 1833. 8vo. 8767.bbb.6.(9).
- ***U.K. Govt.** Amount of receipt and expenditure for paving, lighting, etc., Regent Street. 1834 (275) xli. 537.
- *—Expenses of optional streets, Westminster ; rates collected, clerks employed, debt incurred, etc. 1834 (276) xli. 539.
- *—Abstract statement of accounts for paving, lighting, etc., the Regent's Park, Regent Street, Whitehall, etc. 1835 (520, App.) xx. 873.
- *—Houses and properties assessed to the paving rate by the committee for paving the parish of St. Martin-in-the-Fields, the line of road running from the east end of Pall Mall. 1835 (520, App.) xx. 872.
- *—Report from the Select Committee on Regent Street paving, with the minutes of evidence and appendix. 1835 (520) xx. 617.
- *—Abstract of the expenses of the metropolis roads, 1827-1835. 1836 (547, App.) xix. 502.
- *—Amount of tolls received ; of debts due before the consolidation ; aggregate debts of the Metropolis Roads Commissioners ; extent of districts ; Parliamentary and law charges. 1836 (316) xxxvi. 385.
- *—Report from the Select Committee on Metropolis Improvements, with minutes of evidence, etc. 1836 (517) xx. 1.
- *—Report from the Select Committee on Regent Street paving, with the minutes of evidence and appendix. 1836 (335) xx. 63.
- *—Bill for improving the public ways in and near the metropolis. 1837 (142) iii. 393.
- *—Bill to amend Act 7 Geo. IV, to vest in the Commissioners of Woods, Forests, etc., the powers of several Acts of Parliament for the improvements of the streets near Westminster Hall and the Houses of Parliament, and to authorize the conversion of the pavements in several parts of the metropolis into broken-stone roads, and for extending the powers and provisions thereof. 1838 (331) vi. 677 ; as amended in Committee (384) vi. 681.
- *—Reports [2] from the Select Committee appointed to take into consideration the several plans for the improvement of the metropolis, concerning which a report was made . . . in 1836, together with any other plans for the same object which they may deem deserving of their consideration, etc. 1838 (418, 661) xvi. 1, 9.
- *—Bill to empower the Commissioners of Woods and Forests to raise a sum of money for making additional thoroughfares in the metropolis. 1839 (409, 476) iv. 241, 265.
- *—Act 2 and 3 Vict., c. 80.

- ***U.K. Govt.** Report from the Select Committee appointed to take into consideration several plans for the improvement of the metropolis; and various petitions, evidence, and plans. 1839 (136) xiii. 459.
- *—Bill to enable H.M. Commissioners of Woods, Forests, and Land Revenues, Works, and Buildings, to make additional thoroughfares in the metropolis. 1840 (450) iii. 57.
- *—Act 3 and 4 Vict., c. 87.
- *—Bill to enable H.M. Commissioners of Woods and Forests to make new streets, and complete other improvements in the metropolis. 1840 (553) iii. 113.
- *—Estimate of the amount required to complete the laying out the area of Trafalgar Square. 1840 (434-I) xxx. 885.
- *—Petition of Rigby Wason, John Ashton Yates, and Richard Rushton Preston, praying the adoption of the plan of a new line of street in the city of Westminster. 1840 (485, Appx.) xii. 134.
- *—Petitions of the inhabitants of the metropolis and vicinity, praying the adoption of certain new lines of streets and public thoroughfares. 1840 (In 410—Appx) xii. 83.
- *—Report from the Select Committee on the Thames Embankment, together with the minutes of evidence taken before them, appendix and index, and plans. 1840 (554) xii. 271.
- *—Report from the Select Committee on Trafalgar Square, together with minutes of evidence and appendix. 1840 (548) xii. 387.
- *—Reports (2) from the Select Committee on Metropolis Improvement; with the minutes of evidence, appendix, and index. 1840 (410, 485) xii. 1, 117.
- *— . . . Statement of the plan approved and sanctioned by H.M. Commissioners of Woods and Forests for laying out the vacant space in front of the National Gallery. 1840 (381) xxix. 753.
- *—Bill to empower the Commissioners of H.M. Woods to raise money for certain improvements in the metropolis on the security of the land revenue of the Crown within the county of Middlesex and city of London. 1841 (385) ii. 683.
- *—Bill to enable H.M. Commissioners of Woods, Forests, etc., to make a new street from Coventry street, Piccadilly, to Long Acre; and also a new street from the east end of East Smithfield; and for authorizing advances to be made towards other improvements in the metropolis. 1841 (63) ii. 629.
- *—Act 4 and 5 Vict., c. 12.
- *—Report from the Select Committee appointed to take into consideration plans for improving the metropolis. 1841 (398) ix. 601.
- Annual accounts of the Chamberlain of the City of London, relating to duties and payments; . . . London Bridge; . . . Blackfriars Bridge; . . . paving and lighting, etc.; new street from Farringdon Street . . . 1842 *et seq.*
- *1842 (467) xxxvii. 45.
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- *1852-53 (30) c. 75.
- *1854-55 (425) liii. 591.
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- *1857 (156 Sess. 2) xxxix. 359.
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- *1862 (332) xlvii. 301.
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 ***U.K. Govt.** Bill to empower the Commissioners of H.M. Woods to appropriate to building purposes the area of Thatched-House-Court, and to widen and improve Little St. James's Street, Westminster. 1843 (163) iii. 171.
 *—Act 6 and 7 Vict., c. 19.
 *—Copy of Commission for inquiring into and considering the most effectual means of improving the metropolis, and of providing increased facilities of communication within the same. 1843. (139) xlviii. 35.
 *—Estimate of the amount required on account of Trafalgar Square. 1843 (91-I) xxxi. 393.
 *—Return of amount expended in each of the last five years by the Commissioners for paving the Regent's Park, etc. 1843 (601) xlviii. 37.
 *—Bill to provide for the care and preservation of Trafalgar Square in the city of Westminster. 1844 (480) iv. 725.
 *—Act 7 and 8 Vict., c. 60.
 *—Bill to widen and improve Piccadilly, in the city of Westminster. 1844 (479) iv 77.
 *—Act 7 and 8 Vict., c. 88.
 *—Bill to empower H.M. Commissioners of Woods to form a terrace and embankment, with convenient landing places for the public, on the Middlesex shore of the River Thames, between Westminster and Blackfriars Bridges. 1844 (562), iv. 637.
 *—Bill to enlarge the powers of an Act of the fourth and fifth years of Her present Majesty, empowering the Commissioners of H.M. Woods to raise money for certain improvements in the metropolis, on the security of the land revenues of the Crown, within the county of Middlesex and city of London. 1844 (3) iii. 695.
 *—Estimate of the amount required on account of Trafalgar Square. 1844 (108-I) xxxiii. 500.
 *—Papers relative to the proposed embankment of the Thames on the Middlesex shore, between Vauxhall and Battersea bridges. 1844 (in 15) xv. 391.
 *—Reports of the Commissioners appointed . . . to inquire into and consider the most effectual means of improving the metropolis, and of providing increased facilities of communication within the same. 1844-51. 1st—1844 (15) xv. 1; 2nd—1845 (348) xvii. 1; 3rd—1845 (619) xvii. 341; 4th—1845 (627) xvii. 439; 5th—1846 (682) xxiv. 321; 6th—1847 (861) xvi. 349; 7th—1851 (1356) xxix. 287.
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 *1908 (251) xciii. 707.
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 *1910 (266) lxxiii. 891.
 *1911 (235).

- ***U.K. Govt.** Act to enable the Commissioners of Greenwich Hospital to widen and improve Fisher Lane, Greenwich. 1845. Act 8 and 9 Vict., c. 22.
- *—Bill to enable the Commissioners of H.M. Works to construct an embankment and roadway on the north shore of the River Thames, from Battersea Bridge to Vauxhall Bridge, and to build a suspension bridge over the said river at or near Chelsea Hospital, with suitable approaches thereto, including a street from Lower Sloane Street to the northern extremity of the bridge. 1846 (252) i. 275.
- *—Act 9 and 10 Vict., c. 39.
- *—Bill to enable the Commissioners of H.M. Woods to construct a new street from Spitalfields to Shoreditch. 1846 (362) iv. 325.
- *—Bill to empower the Commissioners of H.M. Woods to remove the Colonnade in the Regent's Quadrant. 1848 (514) vi. 85.
- *—Copy of circular letter addressed by the Commissioners of Woods and Forests to lessees of houses in the Quadrant, Regent Street, respecting the removal of the Colonnade, and of the replies respectively received to the said letter. 1848 (519) lx. 399.
- *—Statement, to January 5th, 1864, of the receipt and expenditure on account of the metropolitan improvements, and return in detail of the surveyors employed, and the sums paid to each respectively. 1848 (440) xxxix. 423.
- *—Abstract returns of the number of turnpike gates and side bars at which tolls are payable in the boroughs of the Tower Hamlets, Finsbury, Marylebone, Lambeth, and Southwark, and the scale of tolls payable at each. 1849 (233) xlvi. 361.
- *—Further abstract return, showing the dates of the establishment of the several gates and side bars. 1849 (233-II) xlvi. 365.
- *—Returns of the number of houses built and of new streets formed (with their length in miles) within the Metropolitan Police district, since Jan. 1st, 1839. . . . 1849 (in 614) xlv. 497.
- *—Bill to enlarge and extend 8 and 9 Vict., c. 101, for enabling the Commissioners of H.M. Woods to construct a new street from Spitalfields to Shoreditch. 1850 (661) viii. 101.
- *—Act 13 and 14 Vict., c. 109.
- *—Copy of report made by Edward Lawes, Esq., to the First Commissioner of H.M. Woods, etc., on the Westminster Improvement Acts Amending Bill. 1850 (396) xxxiii. 709.
- *—Return from each of the several Paving Boards or districts in the parish of St. Pancras (Middlesex), showing, for the years 1847, 1848, and 1849, the rateable value of property assessed; amount of rates, receipts and expenditure; debt; number and qualifications of Commissioners, etc. 1850 (585) xlix. 57.
- *—Return of all monies which H.M. Commissioners of Woods and Forests have power to raise under any Act of Parliament for the formation of Battersea Park . . . and similar return respecting the building of Chelsea Bridge. 1850 (694) xxxiii. 229.
- *—Bill for transferring the duties of paving, lighting, watering, and cleansing parts of the Crown estate in the district of Regent's Park, and certain streets and places in Westminster, from the Commissioners acting under several Acts of Geo. IV and Will. IV, to the parishes; and for transferring the jurisdiction of the said Commissioners over certain other places in Westminster to the Commissioners of H.M. Woods, Forests, etc., and for other purposes. 1851 (156) ii. 395; as amended by Select Committee (606) ii. 415.
- *—Act 14 and 15 Vict., c. 95.

- ***U.K. Govt.** Bill to amend an Act of 9 and 10 Vict., for the embankment of a portion of the River Thames. 1852 (343) iv. 385; as amended by Select Committee (465) iv. 389.
- *—Act 15 and 16 Vict., c. 71.
- *—Return of the tolls collected by the Corporation of the City of London at the several gates and avenues of the city, for the three years 1849, 1850 and 1851, distinguishing the amount collected at each gate or avenue, and specifying the tolls. 1852 (157) liii. 263.
- *—Accounts of all monies borrowed or guaranteed on the security of the land revenues of the Crown for the purpose of metropolitan improvements, and of all monies charged upon the London Bridge Approaches Fund for the like purpose, which monies it is proposed to pay out of the Consolidated Fund, to the amount not exceeding £1,220,000. 1853 (187) ci. 13.
- *—Bill to authorise advances out of the Consolidated Fund, to discharge monies borrowed on the security of the Land revenues of the Crown, for the purpose of metropolitan improvements, and providing for the payment of such advances and of certain monies charged on the London Bridge Approaches Fund. 1853 (146) v. 41; amended in Committee, (200) v. 47.
- *—Bill to enlarge and extend the powers of an Act of 15 and 16 Vict. for enabling the Commissioners of H.M. Works and Public Buildings to complete improvements in Pimlico, and in the neighbourhood of Buckingham Palace. 1853 (519) v. 443; amended in Committee, (650). *Not printed.*
- *—Bill to extend the time for constructing a new street from Spitalfields to Shoreditch, and to amend the Acts relating thereto. 1853 (590) vi. 449.
- *—Act 16 and 17 Vict., c. 52.
- *—Bill to give to the Commissioners of H.M. Works and Public Buildings extended time and further powers for completing the embankment of the River Thames between Vauxhall and Battersea Bridges, and a new street from Lower Sloane Street in connection therewith. 1853 (518) vii. 379; as amended by Select Committee (712, 738) vii. 395, 411.
- *—Act 16 and 17 Vict., c. 87.
- *—Gross amount expended in forming the new street from Coventry Street to Long Acre, ground-rents sold, etc. 1853 (In 916) xxii. 348.
- *—Gross amount expended in forming the new street from East Smithfield to Rosemary Lane, ground-rents sold, etc. 1853 (In 916) xxii. 348.
- *—Special report of the Select Committee to whom the Westminster Improvements Bill was referred. 1853 (685) xxxix. 465.
- *—Amount received by the Corporation of the City of London on account of street tolls from January 1st, 1852, to February 7th, 1854. 1854 (112) lxiii. 575.
- *—Correspondence respecting the paving of Tower Hill, Postern Row and George Street, and the removal of the bars placed therein by the Tower authorities. 1855 (478) liii. 411.
- *—Report from the architect and engineer, as to the progress and present state of Battersea Park and Chelsea Bridge. 1855 (348) liii. 57.
- *—Return of the number of toll-gates on the Metropolitan turnpike roads north of the Thames, and of the debts remaining due in respect thereof. 1855 (312) xlix. 325.
- *—Return of the number of toll-gates and toll-bars on the roads and streets within the limits of the Metropolis Turnpike Roads Commission, north of the Thames, existing on March 25th, 1832, 1842, and 1853, with total income and expenditure, and amount of unliquidated debt on March 25th of those years, and of 1855; names of Commissioners, etc., and exemptions from tolls. 1855 (477) xlix. 327.

- ***U.K. Govt.** Returns relating to the paving, cleaning, and lighting, etc., of each parish and extra-parochial place within the Metropolitan districts. 1855 (127) liii. 153.
- *—Copies of minutes of Commissioners, relative to the reduction of tolls in the ninth district of the Metropolis roads; account from 1850, showing the receipts and the expenditure, and the mileage of each district; and number of gates and bars within a radius of four miles from Charing Cross. 1856 (237) lviii. 317.
- *—Copy of Act to authorise the making certain roads, and stopping up certain lanes and footways between Kensington Gore and Brompton, in the county of Middlesex, and for otherwise facilitating the formation of a site for institutions connected with science and arts. 1856 (In 2065) xxiv. 577.
- *—Estimate for constructing a road through St. James's Park from Pall Mall to Buckingham Gate, and for a footbridge over the ornamental water. 1856 (In 223—VIII) xxxix. 689.
- *—Estimate of the cost of forming an entrance to St. James's Park from Pall Mall, to pass between St. James's Palace and the German Chapel, the gates next Pall Mall being left as at present. 1856. (276) xxxix. 695.
- *—Report from the Select Committee appointed to consider the expediency of removing the toll-gates on Metropolis turnpike roads; with the proceedings, minutes of evidence, appendix, and index. 1856 (333) xiv. 79.
- *—Report from the Select Committee on St. James's Park; together with the proceedings of the Committee, and minutes of evidence. 1856 (85) vii. 387.
- *—Report to the First Commissioner of Works by the architect, respecting Pimlico improvements. 1856 (193—I) lii. 99.
- *—Report respecting the Spitalfields Extension Line of Metropolitan Improvements [new street from Spitalfields to Shoreditch]. 1856 (193—II), lii. 109.
- *—Reports on the progress of works on the Thames Embankment, Chelsea Bridge, the new street from Lower Sloane to Chelsea Bridge, and Battersea Park, by Mr. Page and Mr. Pennethorne. 1856 (193) lii. 69.
- Law (H.)** A memoir on the several operations and the construction of the Thames Tunnel by Sir Isambard Brunel. Part I. 1857. 4to. 8775.f.
- ***London County Council.** Bye-law governing the formation of new streets. 1857. No. 28.
- ***U.K. Govt.** Bill to extend the time for enabling the Commissioners of H.M. Works to complete improvements in Pimlico, and in the neighbourhood of Buckingham Palace. 1857 (49, Sess. 2) iii. 419; amended by Select Committee, (110, Sess. 2) iii. 423.
- *—Report to the Treasury by the First Commissioner of Works, in relation to the state of the metropolitan improvements, viz., Battersea Park, Chelsea Bridge and Embankment, Pimlico Improvement, and Spitalfields new street, with correspondence. 1851 (130, 251, Sess. 2) xli. 137, 191.
- ***Toll Reform Association.** Toll reform: petition . . . with statement and opinions as to the metropolitan turnpikes. 1858. 8vo, pp. 36. 8228.e.1.(5).
- ***U.K. Govt.** Accounts of receipts and expenditure for 1856–57, of each district, dates of meetings of companies, statement of number of side-bars, total mileage of roads, and particulars as to the "Lyon" and other bequests, etc. [Metropolis roads]. 1858. (140) xlvi. 411.

- ***U.K. Govt.** Return of outlay on Battersea Park, Chelsea Bridge, and Chelsea Embankment, showing amount paid for purchase of land, quantity of land, amount expended on land, and received from sale of land, etc. 1858 (237) xlviii. 1.
- *—Return of the number of parishes in the district of the Metropolitan Board of Works which have the entire control of their roads, streets, and thoroughfares, and make and repair the same out of parish rates; also, parishes which have not such entire control, and are assisted by tolls, etc.; and mileage of roads, etc. 1858 (329) xlviii. 401.
- *—Return of turnpike trusts within six miles of Charing Cross, acts under which they exist, number of gates and bars, mileage of roads, number and names of surveyors and secretaries, salaries, etc. 1858 (364) xlviii. 393.
- Return from each vestry and district board elected under the Metropolis Local Management Act, setting forth . . . rate in the £ levied for county police, poor . . . paving, lighting, and cleansing . . . and other charges. 1858 *et seq.*
- *1857–58 (149, 149-I) xlviii. 351, 389.
- *In 1859–60—1862 (32) xlvii. 349.
- In 1865–66—1867–68 (37) l. iii. 51.
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- *—Report of the commissioners appointed to inquire as to the best means of affording relief to the inhabitants of the metropolitan districts, within six miles of Charing Cross, by the abolition of turnpike gates and toll-bars, with the minutes of evidence and appendix. 1859 [2552, Sess. 2] xi. 183.
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- *—Report of the commissioners appointed to examine into plans for embanking the Surrey side of the River Thames within the metropolis, with plans and appendices. 1862 [3043] xxviii. 61.
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- *—Bill for making a new street from Blackfriars to the Mansion House, in the City of London, in connection with the embankment of the River Thames on the northern side of that river, and for other purposes. 1863 (23) v. 133; as amended by Select Committee (94) v. 143; Lord's Amendments (196) v. 155.
- *—Act 26 and 27 Vict., c. 45.
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3. BRIDGES.

(a) *History and Description.*

- Hawksmoor (Nicholas)** A short historical account of London Bridge, with a proposition for a new stone bridge at Westminster . . . 1736. 4to, pp. 47. 577.h.12.
- Langley (Batty)** A design for the Bridge at New Palace Yard, Westminster . . . With observations on the several designs published to this time. 1736. 8vo. 8776.b.38.
- Langley (Batty)** A reply to Mr. J. James's review of the several pamphlets and schemes, that have been offered to the publick, for the building of a bridge at Westminster. 1737. 8vo. 288.c.36.
- *Labeye (Charles)** A short account of the methods made use of in laying the foundation of the piers of Westminster Bridge, with an answer to the chief objections that have been made thereto. Drawn up by order of the Rt. Hon. the Commissioners appointed by Act of Parliament for building a bridge at Westminster, to which are annexed the plans, elevations, and sections belonging to a design of a stone bridge, adapted to the stone piers which are to support Westminster Bridge, with an explanation of that design. 1739. 8vo. 8776.aaa.20.
B.L.P.S. copy lacks all after page 80.
- Labeye (Charles) ?** The present state of Westminster Bridge. Containing a description of the said bridge . . . With a true account of the time already employed in the building . . . In a letter to a friend. 1743. 2nd ed. 8vo. 8776.aaa.(3).
- *Langley (Batty)** A survey of Westminster Bridge, as 'tis now sinking into ruin; wherein the cause of the foundation giving way under the sinking pier, and its dislocated arches, is not only accounted for, but also, that the whole structure is likewise subject to the same immediate (if not unavoidable) ruin. With remarks on the piratical method used for building the piers, and a just estimate of the expence for which all their foundations might have been made secure with piles, until every stone, with which the bridge is built, was torn into atoms, by the hungry teeth of devouring Time. 1748. 8vo, pp. viii, 48, 2 *plates*. 8776.b.36.
- Labeye (Charles)** A description of Westminster Bridge. To which are added an account of the methods made use of in laying the foundations of its piers. And an answer to the chief objections that have been made thereto. With an appendix containing several particulars relating to the said bridge; as also its geometrical plans and the elevation of one of the fronts . . . 1751. 8vo, pp. iv, 119. B.513.(11).
- Smeaton (John)** Mr. Smeaton's answer to the misrepresentations of his plan for Black-Friars Bridge, contained in a late anonymous pamphlet. 1760. Fol. 358.b.5.(59).
- Telford (Thomas) and Douglas ()** Account of the improvements of the Port of London, and more particularly of the intended iron bridge, consisting of one arch of 600 feet span. 1801. 8vo. B.495.(6).
- Seaward (J.)** Observations on the rebuilding of London Bridge. 1824. 8vo.
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- Professional survey of the old and new London Bridges, including historical memorials of both structures . . . with . . . plates (from drawings by C. Davy) 1831. 8vo. T.1395.(13).
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 Opening of the new Westminster Bridge. *Engineer*, March 9, 1860.
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Chasemore (A.) The history and associations of the old bridge at Fulham and Putney. 1875. 8vo. 10350.aaa.2.
London: Metropolitan Board of Works. Waterloo and Charing Cross Bridges: return as to traffic. 1878.
 Bridge travel in London. *Engineering News*, Sept. 8, 1883.
 Waterloo Bridge foundations. *Engineering News*, March 31, 1883.
 Restoration of Waterloo Bridge. *Engineer*, May 11, 1885.
 Putney Bridge. *Engineer*, July 23, 1886.
 Thames Bridges. *Engineering News*, Aug. 21, 1886.
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- *Blackfriars Bridge tramway and subway. *Tramway and Railway World*, Nov. 4, 1909, *illus.*
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(b) *Administration.*

Conjectures as to the most proper place between Scotland Yard and Vauxhall, for erecting a bridge across the river Thames, from Westminster to the opposite Surrey Shore. Humbly submitted to the consideration of the Honourable House of Commons. 1736? S.sh.fol. 357.c.3.(70).

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A scheme for raising £60,000 without any tax upon the inhabitants of the City of Westminster, for the building of a bridge across the river of Thames . . . after the manner of the brick-bridge of Thoulouse. 1736 (?) S.sh.fol. 357.c.3.(76).

A short narrative of the proceedings of the gentlemen concerned in obtaining the Act for building a bridge at Westminster. And of the steps, which . . . the Commissioners, appointed by that Act, have taken to carry it into execution. In a letter to a member of Parliament in the country; together with his answer. 1737. 8vo. 8776.a.

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Opinions as to the utility of the plan, and its explanation, as to the effect of a bridge so situated on the navigation; state of London Bridge; and plan for improving it by taking down the houses thereon; opinions as to its durability; evidence of an inspection of its foundations afforded by an exceedingly low tide in 1718; Bridge House Estate . . . recommendations in favour of a new bridge at Blackfriars; and of taking down the houses on London Bridge.

Plan for raising £300,000 for the purpose of completing the bridge at Black-friars, and redeeming the toll thereon; embanking the north side of the river Thames, between Paul's Wharf and Milford Lane; redeeming the antient toll upon London Bridge, etc. 1767. fol. 101.i.59; 214.i.1.(110).

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- ***U.K. Govt.** Report from the Committee appointed to inquire into the best mode of providing sufficient accommodation for the increased trade and shipping of the Port of London. 1796. 1st Series, Vol. XIV, pp. 267 *et seq.*
 pp. 422-431. Appendix Aaa. General description of a plan for giving to the Port of London the most extensive advantages of which it is capable, from its natural and geographical situation: by Willey Reveley, Architect. Deals with desirability and practicability of rebuilding London Bridge.
- *—Two Reports from the Select Committee on further measures necessary for rendering more commodious, and for better regulating, the Port of London, and for the improvement of London Bridge. 1796-1801. 1st Series, Vol. XIV, pp. 543, 604.
- *—Second Report from the Select Committee upon the improvement of the Port of London. 1799. 1st Series, Vol. XIV, pp. 461-541.
 Deals with state of London Bridge, funds for repairing it, alterations since 1761 and their effects, and with other matters relating to port and trade. *Plates, plans, maps.*
- *—Report from the Select Committee upon the improvement of the Port of London. 1800. 1st Series, Vol. XIV, pp. 543-635.
 Deals with state of London Bridge and Blackfriars Bridge, with estimates and plans for rebuilding former. *Plates, maps and plans.*
- *—Report on rebuilding London Bridge. 1801 (102) iii. 263.
 Proposals for raising by subscription the sum of £400,000 in shares of £100 for the purpose of building and maintaining a bridge over the river Thames, from the south side . . . at or near . . . Horse Shoe Alley . . . to the bottom of Queen Street, Cheap-side. 1810. fol. 1890.e.4.(57).
- ***U.K. Govt.** Report on petition of Messrs. Phelps, Troward and Bracebridge, respecting the Strand (afterwards called the Waterloo) Bridge. 1813 (211) iv. 729.
- *—Act for altering, enlarging and extending the powers of an Act . . . for building a bridge over the river Thames at the Precinct of the Savoy. 1814. 54 Geo. III, c. 184. fol. 5805.f.10.
- *—Report from the Select Committee on the state of London Bridge, and the necessity of rebuilding it. 1820 (304) iii. 27.
- *—Accounts of sums raised for the repair and sustentation of Blackfriars Bridge; rents of lands belonging to the fund for watching lighting and paving the bridge; produce of Sunday tolls in ten years; and tolls received from non-freemen on passing into the City of London. 1821 (309) xxi. 181.
- *—Report from the Committee on the state of London Bridge, with evidence taken in 1820. 1821 (569, 609) v. 281, 415.
- ***Gwilt (Joseph)** Conduct of the Corporation of the City of London considered, in respect of the designs submitted to it for rebuilding London Bridge, in a letter to George Holme Sumner, Esq., M.P., by an architect. 1823. 8vo, pp. 40.
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- *—Account of income and expenditure of Putney Bridge. 1825 (165) xx. 209.
- *—Act to authorize the Lords Commissioners of H.M. Treasury to advance money out of the Consolidated Fund towards the expenses of rebuilding London Bridge. 1826. 7 Geo. IV, c. 40.

- ***U.K. Govt.** London Bridge Approaches Bill; appendix to minutes of evidence taken before Lords Committee to whom the Bill was committed. 1829. Fol., pp. 326-886, *plans*.
- *—Estimate of the expense to be incurred under the Waterloo Bridge New Street Bill, distinguishing the amounts to be borne by the public and by private parties. 1831 (71) xiii. 307.
- *—Report presented to the Corporation of London by the committee for rebuilding London Bridge, by Thomas Telford, James Walker, W. T. Clarke, Sir J. Rennie, and Messrs. Jolliffe & Banks, relative to the stability of New London Bridge. 1832 (61) xlv. 99.
- *—Report from the Select Committee on Blackfriars Bridge, with minutes of evidence. 1836 (418) xx. 67.
- *—Report from the Select Committee on the Improvement of the Metropolis, relative to the purchase of the interest of Waterloo Bridge, in order to its being opened to the public toll-free. 1836 (517) xx. 1.
- *—Amount received under the Acts, 10 Geo. IV, c. 136, and 11 Geo. IV, c. 64, for defraying the charge of making the approaches to London Bridge in each year since the passing those Acts, distinguishing the total sums received under the several heads of taxation or contribution from the City of London, from which the said receipts have been received. 1838 (418, Appx.) xvi. 7.
- *—London Bridge approaches. Total amount of incumbrances charged upon the funds continued and appropriated by the Acts, 10 Geo. IV, c. 136, and 11 Geo. IV, c. 64, which have been discharged up to the present time, and the amount remaining to be discharged, together with an estimate of the time within which the remaining incumbrances may probably be paid off, supposing the produce of the funds to continue to be the same as on the average of the last three years. 1838 (418, Appx.) xvi. 7.
- *—Report from the Select Committee on the Improvement of the Metropolis, relative to the purchase of the interest of the Southwark, Vauxhall, and Waterloo Bridges, in order to their being opened to the public toll-free. 1841 (398) ix. 601.
- *—Bill for regulating the priorities of monies authorized to be charged on a fund called "The London Bridge Approaches Fund." 1842 (375) iii. 73.
- *—Act 5 and 6 Vict., c. 64.
- *—Report from the Select Committee on Westminster Bridge, together with the minutes of evidence, appendix and plans. 1844 (477) vi. 663.
Contains reports of Telford, Cubitt, Swinburne, Rendel, Walker, and Burgess, on state of foundations; also rent-roll of Westminster Bridge estates.
- *—Return of the sums of money expended and to be expended in the alterations and repairs of Westminster Bridge, and the probable cost of the completion thereof; also of the income arising from the property belonging to the commission. 1844 (267) xxxii. 983.
- *—Reports [3] from the Select Committee appointed to consider the present state of Westminster Bridge and the New Palace at Westminster. 1846 (177, 349, 574) xv. 269, 273, 277.
- *—Various accounts connected with management and expense of Westminster Bridge. 1846 (in 574) xv. 467.
- *—Bill to vary the priorities of the charges made on the London Bridge Approaches Fund, and to give further indemnity to the land revenues of the Crown. 1847 (607) xi. 285.
- *—Act 10 and 11 Vict., c. 115.

- ***U.K. Govt.** Bill to amend an Act of the last session for varying the priorities of charges made on "The London Bridge Approaches Fund," and to facilitate the completion of certain improvements in the City of Westminster. 1848 (574) vi. 523.
- *—Act 11 and 12 Vict., c. 124.
- *—Bill to authorize further charges on the London Bridge Approaches Fund, for the completion of certain improvements in the Metropolis, the Metropolis. 1850 (680) iii. 601.
- *—Act 13 and 14 Vict., c. 103.
- *—Report from the Select Committee on Westminster Temporary Bridge Bill, together with the proceedings of the committee, minutes of evidence, appendix and index. 1850 (609) xix. 655.
- *—Copy of letter from Mr. James Walker to the Commissioners of Westminster Bridge, on the present condition of the bridge. 1852 (414) xlii. 295.
- *—Report of the commissioners appointed to consider the best and most convenient site for a new bridge at Westminster, with minutes of evidence and plans. 1852 [1475] xviii. 605.
- *—Account of the various items composing the total amount of the London Bridge Approaches Fund, sources of income, periods at which such sources of income will expire, amount of incumbrances, etc. 1853 (187-I) ci. 17.
- *—Bill to transfer Westminster Bridge and the estates of the Commissioners of Westminster Bridge to the Commissioners of H.M. Works and Public Buildings, and to enable such last-mentioned commissioners to remove the present bridge, and to build a new bridge on or near the site thereof. 1853 (500) vii. 495; amended by Select Committee, (621) vii. 511.
- *—Act 16 and 17 Vict., c. 46.
- *—London Bridge approaches. Ground rents, to whom paid, leases granted, amount of ground rents sold, and to what purpose applied. 1853 (916) xxii. 323.
- *—Minutes of evidence taken before the Select Committee on the Westminster Bridge Bill, with the proceedings of the Committee. 1853 (622) xxxix. 467.
- *—Correspondence, tenders, and contracts, with reference to the rebuilding of Westminster Bridge. 1854 (335) lxvii. 407.
- *—Report from the engineer as to the progress and state of the new bridge at Westminster. 1855 (347) liii. 407.
- *—Report from the Select Committee on New Westminster Bridge, with the proceedings, minutes of evidence, appendix, and index. 1856 (389) xiv. 225.
- *—Report to the First Commissioner of Public Works by Messrs. Rendel & Simpson, civil engineers, on New Westminster Bridge, and plans. 1856 (318) lii. 205.
- *—Return showing the amount expended year by year on Westminster Bridge and the approaches since the report of the committee of 1856, fund from which defrayed, estimated expenditure for completion, correspondence, etc. 1856 (576) xl. 629.
- *—Bill to repeal so much of the Act of 9 and 10 Vict., c. 39, as authorizes a toll to be taken for foot passengers on the bridge now erecting across the River Thames pursuant to such act. 1857 (133, Sess. 2) i. 327.
- *—Report from the Select Committee on the Chelsea Bridge Bill, with the proceedings and minutes of evidence. 1857 (250, Sess. 2) ix. 27.
- *—Report from the Select Committee on Westminster Bridge, with the proceedings, minutes of evidence and plans. 1857 (246, Sess. 2) ix. 703.

- ***U.K. Govt.** Bill to amend the Act of 9 and 10 Vict., c. 39, and abolish foot-passenger tolls on Chelsea Bridge after payment of the sum of £98,777 10s. 6d. 1858 (79) i, 313.
- *—Act 21 and 22 Vict., c. 66.
- Amount of tolls collected at Chelsea New Bridge [year March—Feb.] 1859 *et seq.*
- * 1858-59—1859 (129, Sess. 1) xiv. 79.
- * 1859-60, with amount of principal and interest owing, land held and disposed of, expenses incurred, etc.—1860 (465) xxxix. 321.
- 1860-61—1861 (383) l. 727.
- * 1861-62—1862 (433) xxix. 237.
- * 1862-1864—1865 (148) xxx. 201.
- *—Bill to empower the Commissioners of H.M. Works and Public Buildings to acquire additional space for the western approach to Westminster New Bridge. 1859 (100, Sess. 1) ii. 927; (48, Sess. 2) ii. 499; amended by Select Committee (65, Sess. 2) ii. 507.
- *—Return showing the amount expended on Westminster Bridge and the approaches since Aug. 6th, 1860; fund from which defrayed, estimated expenditure for completion, correspondence, etc. 1861 (396) xxxv. 531.
- *—Reports by engineers, during the last three years respecting the strength of Chelsea Bridge. 1862 (506) xxix. 239.
- *—Return of the amount expended on Westminster Bridge to July 14th, 1862, stating separately the amount paid to the contractors and to the other parties, and amount expended on the approaches, and fund from which expenditure supplied. 1862 (490) xxxi. 585.
- *—Return showing the sums advanced from and repaid under the authority of the Act 7 Geo. IV, c. 40, for rebuilding London Bridge, date and amount of each advance, amount of annuity payable half-yearly in liquidation of each advance, sums repaid and balances outstanding on Dec. 31st, 1861. 1862 (62) xxx. 495.
- *—Bill for the better regulation of the traffic on Westminster Bridge, and for the prevention of obstructions thereon. 1864 (205) iv. 657.
- *—Act 27 and 28 Vict., c. 88.
- *—Bill to facilitate the traffic of the metropolis by improving the communications across the Thames. 1864 (129) iii. 35.
- *—Bill to abolish the toll taken for foot passengers passing over or on Chelsea Bridge. 1865 (74) i. 103.
- *—Return of amount of tolls annually collected on Chelsea Bridge, with expenses of collection, repairs, and maintenance, including police, lighting, water, etc., yearly, 1858 to March 31st, 1864. 1865 (197) xxx. 203.
- *—Special report from the Select Committee on the Metropolitan Toll Bridges Bill and Chelsea Bridge Toll Abolition Bill, with the proceedings, minutes of evidence, and appendix. 1865 (380) viii. 119.
- Reports [2] from the Select Committee on Hungerford Bridge and Wellington Street Viaduct. 1869.
- 1st, with the proceedings, (200) x. 1; 2nd, with the proceedings, minutes of evidence, appendix, and index to the two reports, (387) x. 185.
- Returns of amount of the tolls annually collected on Chelsea New Bridge since its opening in 1858; cost of collection, repairs, etc., in each year; quantity of land originally reserved for building purposes in and round Battersea Park, etc. 1869 (165) li. 573.

- U.K. Govt.** Bill to amend the acts relating to Chelsea Bridge. 1875 (249) i. 333.
- Bill to provide for throwing open for the free use of the public the present toll bridges connecting the counties of Middlesex and Surrey across the River Thames. 1876 (77) vii. 239; as amended in Select Committee (219) vii. 249.
- *—Report from the Select Committee appointed to take into consideration the freeing of the remaining toll-paying bridges over the Thames, with the proceedings of the committee, minutes of evidence, appendix, and index. 1876 (244) xiv. 435.
- Report from the Select Committee on the Toll Bridges (River Thames) Bill; together with the proceedings of the committee and minutes of evidence. 1876 (328) xiv. 555.
- Return of the sums expended by the Corporation of London out of their bridge estate for the erection of London Bridge; maintenance during the present century; the purchase of Southwark Bridge, maintenance since purchase; the erection of Blackfriars Bridge; maintenance since charged on the Bridge estates. 1876 (143) lxiii. 511.
- Bill to provide for throwing open for the free use of the public certain toll bridges within the metropolis. 1877 (18) iv. 107; as amended by Select Committee (131) iv. 123; Lords' amendments (239) iv. 143.
- Report from the Select Committee on the Metropolis Toll Bridges Bill; together with the proceedings of the committee and minutes of evidence. 1877 (156) xiv. 1.
- Webb (Edward Brainerd) and Bolland (James)** London Bridge. Shall London Bridge be widened, or shall a new bridge be built near the Tower? 1877. 8vo. 7820.ff.2.
- London: Metropolitan Board of Works.** Proposed bridge over the Thames below London Bridge: report by Sir J. W. Bazalgette. 1878. 8vo, pp. 19, plans. 8767.c.15.
- Municipal reform:** an enquiry into the conduct of the Metropolitan Board of Works in connection with the "Tower High-Level Bridge (Metropolis) Bill." Digest of evidence as taken. 1882. 8vo, pp. ix, 112. 8248.ccc.3.
- Proposed Thames bridge and subway.** *Scientific American (Supplement, March 8, 1884.*
- U.K. Govt.** Report from the Select Committee on the Corporation of London Tower Bridge Bill; with the proceedings, evidence, appendix, and index. 1885 (228) viii. 47.
- Return showing the amount expended by the joint committee of the Corporation of London and the Metropolitan Board of Works in freeing the Kew and other bridges, giving in detail the amount for freeing each bridge and the date of the same; also the mode in which the money required for the same was borrowed upon the security of the coal dues for 1889, the rate of interest paid on the loans, and the charge which will ultimately fall upon the coal dues of 1889 in respect of these transactions. 1888 (47) lxxxi. 587.
- The bridges of the Thames:** how the City fought in Parliament for a monopoly. *London, July 8, 1897.*
- Philpott (Hugh B.)** The rebuilding of London Bridge. *Pall Mall Magazine, Dec. 1901, illus.*
- London Bridge widening.** *Surveyor, Nov. 28, 1902.*
- Parkinson (R. M.)** The architectural features of the arched bridges over the Thames. *Surveyor, March 22, 29; April 5, 1907, illus.*
- Welch (Charles)** City bridges and the Bridge House Trust. *Local Government Review, Nov., Dec. 1909.*

4. PAVEMENTS.

- London :** *Commissioners of Sewers.* Rules and directions prescribed and made for the pitching and levelling the streets and lanes of the City of London, for the more easie current and conveyance away of the waters thereof . . . 1667. S.sh.fol. 816.m.9.(14).
- ***U.K. Govt.** Report on the state of the pavement of the metropolis. 1816 (159) v. 417.
- Robertson (John Clinton)** Practical instructions for the improvement of the carriageway pavement of London, deduced from an examination of the . . . plans proposed . . . by . . . MacAdam. 1827. 8vo. *Glasgow University Library*; T.1232.10.
- ***U.K. Govt.** Sums expended under Acts 5 and 6 Geo. IV, in converting Regent Street, Whitehall and Palace Yard streets into broken stone roads; expense incurred in maintaining these roads in repair, 1826; and showing the number of lineal yards and superficial square yards in each several district. 1827 (315) xx. 585.
- Law (Henry)** Memoir on the several operations and the construction of the Thames Tunnel by Sir I. Brunel. Part 1. 1857. 4to, *illus.* 8775.f.34.
- Society for the Encouragement of Arts, Manufactures, and Commerce.** Proceedings of a committee appointed by the council to report upon the best way of dealing with the Thames Embankment. 1869. 8vo. Ac.4470/15.(4).
- London :** *Metropolitan Board of Works.* Report on the economy of road-maintenance and horse-draught through steam road-rolling, with special reference to the metropolis. By Frederick Arthur Paget. 1870. 8vo, pp. vi, 69. C.T.295.(1).
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- *—Act for repairing the highways, bridges, and ferries in the county of Perth.** 1785. 25 Geo. III, c. 13.
- Berwick-on-Tweed.** Report of William Dunbar and William Hall, Esq., with respect to a plan proposed at the committee meeting for the amendment of the highways in the Shire of Berwick. 1786.
- Copy in Berwick municipal archives. Objects to turnpikes as inconvenient, leading to extortion, and likely to increase taxation. Suggests as alternative a rate on owners and occupiers.
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- *—Act for repairing certain roads in the county of Perth, and for explaining and amending an act of 25 Geo. III, for repairing the highways, bridges, and ferries, in the county of Perth.** 1789. 29 Geo. III, c. 17.
- *—Act for repairing the roads in the county of Forfar, and for regulating the statute labour within the same.** 29 Geo. III, c. 20.
- *—Act for making effectual the statute labour in the county of Renfrew, and for levying conversion money in lieu of labour in certain cases, and for otherwise regulating, making, and repairing high roads and bridges in the said county.** 1792. 32 Geo. III, c. 68.
- *—Act for making effectual the statute labour, and for levying conversion money in lieu of labour in certain cases, and for otherwise regulating, making, and repairing high roads and bridges in the county of Caithness.** 1793. 36 Geo. III, c. 120.
- *—Act for making effectual the statute labour in the shire of Inverness, and for levying conversion money in lieu of labour, and for otherwise regulating, making, and repairing highways and bridges in the said shire; and for improving, widening, and lighting the streets in the royal burgh of Inverness.** 36 Geo. III, c. 118.
- *—Act to continue and extend an act of 29 Geo. III, for repairing the roads in the county of Forfar, and for regulating the statute labour within the same; and for repairing several other roads in the said county, and for building a bridge over the river South Esk, near Finhaven.** 1794. 34 Geo. III, c. 100.

- ***U.K. Govt.** Act for regulating and converting the statute labour in the county of Fife, and for more effectually making and repairing the highways within the said county. 1797. 37 Geo. III, c. 52.
- *—Bill for granting to His Majesty the sum of £20,000, to be issued and applied towards making roads and building bridges in the Highlands of Scotland; and for enabling the proprietors of land in Scotland to charge their estates with a proportion of the expense of making and keeping in repair roads and bridges in the Highlands of Scotland. 1803 (117) i. 535.
- *—Act 43 Geo. III, c. 80.
- *—Mr. Telford's survey and report on the coasts and central Highlands of Scotland. 1803 (45) iv. 1.
- *—Reports of commissioners under Act 43 Geo. III, for making roads and bridges in the Highlands. 1804-21.
- *1st—1803-4 (108) v. 715.
- *2nd—1805 (176) iii. 271.
- *3rd—1807 (100) iii. 231.
- *4th—1809 (167) iv. 1.
- *5th—1810-11 (112) iv. 393.
- *6th—1812-13 (110) v. 1.
- *7th—1814-15 (205) iii. 427.
- *8th—1817 (110) ix. 1.
- *9th—1821 (432) x. 37.
- Telford (Thomas)** Report and estimates relative to a proposed road in Scotland from Kyle-Rhea in Inverness-shire to Killin in Perthshire by Rannoch Moor. 1810. 8vo. 10347.d.10.(1).
- ***U.K. Govt.** Bill for maintaining and keeping in repair roads made and bridges built in Scotland, under the authority of the Parliamentary Commissioners for Highland Roads and Bridges. 1810 (257) i. 395.
- *—Act 50 Geo. III, c. 43.
- *—Bill to prevent damage to bridges in Scotland from the floating of timber. 1813 (223) ii. 827.
- *—Act 53 Geo. III, c. 117.
- *—Bill to repeal the exemption from toll granted for carriages with more than two wheels, carrying the mail in Scotland; and for granting a rate of postage as an indemnity for the loss to the revenue of the Post Office from payment of such tolls. 1813 (216) ii. 823.
- *—Act 53 Geo. III, c. 68.
- *—Bill for maintaining and keeping in repair certain roads and bridges made in Scotland for the purpose of military communication; and for making more effectual provision for maintaining and repairing roads made, and bridges built, in Scotland, under the authority of the Parliamentary Commissioners for Highland Roads and Bridges. 1814 (58, 91, 213) i.
- *—Act 54 Geo. III, c. 104.
- Estimate of the sum that may be wanted towards making roads and building bridges in the Highlands of Scotland. 1814-18.
- *1813-14 (39) xi. 173.
- *1814-15 (154) ix. 192.
- *1816 (238) xii. 280.
- *1817 (279) xiii. 273.
- *1818 (68) xiii. 242.
- *—Statement of the origin and extent of roads and bridges in the Highlands. 1814 (63) iii. 401.

- ***U.K. Govt.** Bill to amend and explain an Act of 54 Geo. III, for maintaining and keeping in repair certain roads and bridges made in Scotland for the purpose of military communication ; and for making more effectual provision for maintaining and repairing roads made and bridges built in Scotland, under the authority of the Parliamentary Commissioners for Highland Roads and Bridges. 1815 (174) i. 227.
- *—Act 55 Geo. III, c. 121.
—Reports of Commissioners for maintaining and keeping in repair certain roads and bridges in the Highlands of Scotland. 1815-63.
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| *1st—(In 7th report on Highland Roads and Bridges)—1814-15 (205) iii. 458. | *23rd—1837 (159) xxxiii. 171. |
| *2nd (In 8th report)—1816 (202) viii. 49. | *24th—1837-38 (235) xxxv. 75. |
| *3rd (In 9th report)—1817 (110) ix. 48. | *25th—1839 (128) xx. 383. |
| *4th—1818 (148) x. 53. | *26th—1840 (172) xxviii. 431. |
| *5th—1819 (147) xi. 49. | *27th—1841 (186) xii. 223. |
| *6th—1820 (149) vii. 45. | *28th—1842 (128) xxv. 177. |
| *7th (In 9th report on Highland Roads and Bridges)—1821 (432) x. 107. | *29th—1843 (117) xxix. 353. |
| *8th—1822 (120) viii. 363. | *30th—1844 (152) xxxi. 249. |
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| *10th—1824 (167) ix. 257. | *32nd—1846 (152) xxiii. 79. |
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| *13th—1826-27 (208) vii. 107. | *35th—1849 (164) xxvii. 77. |
| *14th—1828 (175) ix. 277. | *36th—1850 (162) xxx. 75. |
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| *16th—1830 (181) xv. 87. | *38th—1852 (193) xviii. 485. |
| *17th—1830-31 (286) iv. 379. | *39th—1852-53 (274) xl. 629. |
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| *22nd—1836 (134) xxxvi. 423. | *44th—1857-58 (148) xxxii. 317. |
| * U.K. Govt. Report on estimate of sums wanted for making roads and bridges in the Highlands. 1816 (468) iv. 503. | *45th—1859 (152, Sess. 1) xiii. 1. |
| *—Estimate of the sum required to pay retired allowances and gratuities to persons formerly employed on the military roads in Scotland. 1818 (307) xiii. 262. | *46th—1860 (165) xxxiv. 573. |
| *—Act to repeal two Acts of 54 and 55 Geo. III, for maintaining and keeping in repair certain roads and bridges in Scotland ; to provide more effectually for that purpose ; and for regulation of ferries in Scotland. 1819. 59 Geo. III, c. 135. | *47th—1861 (122) xxxiii. 19. |
| *—Bill to amend Acts respecting roads and bridges in the Highlands for military communications. 1819 (208, 500) i. B. | *48th—1862 (127) xxviii. 339. |
| *—Estimate of the sum required to pay retired allowances and gratuities to persons formerly employed on the military roads in Scotland. 1819 (47) xv. 245. | *49th—1863 (128) xxvi. 345. |
| *—Estimate of sums wanted for roads and bridges in the Highlands. 1821 (603) xvi. 41. | |
| *—Bill for the regulation of turnpike roads (Scotland). 1822 (266, 404) ii. 1057, 1121. | |
| *—Report and estimate by Mr. Telford on the Morpeth and Edinburgh road, 1822 (166) viii. 409. | |

- ***U.K. Govt.** Report from Select Committee on the communication with Scotland [Morpeth and Edinburgh road]. 1822 (506) viii. 381.
- *—Act for maintaining in repair the military and Parliamentary roads and bridges in the Highlands of Scotland, and also certain ferry-piers and shipping-quays erected by the Commissioners for Highland Roads and Bridges. 1823. 4 Geo. IV, c. 56.
- *—Act to rectify a mistake in an Act intituled "An Act for making and maintaining certain roads and bridges in the counties of Lanark and Dumbarton," in so far as relates to the application of certain Exchequer bills therein mentioned. 1823. 4 Geo. IV, c. 10.
- *—Bill for the regulation of turnpike roads in Scotland. 1823 (221, 384) iii. 177, 231.
- *—Act 4 Geo. IV, c. 49.
- *—Bill to extend the powers of an Act for maintaining in repair the military and Parliamentary roads and bridges in the Highlands of Scotland; and ferry-piers and shipping-quays erected by the Commissioners for Highland Roads and Bridges; and for other purposes. 1824 (207) ii. 683.
- Act 5 Geo. IV, c. 38.
- *—Report on Girvan and Stranraer roads. 1824 (428) vii. 151.
- *Accounts of monies raised and paid to the Post-office in Scotland under the authority of an Act repealing the exemption from toll on carriages with more than two wheels carrying the mail. 1825 (11) xvii. 419.
- *—Report by Mr. Telford on the Morpeth and Edinburgh road, by the towns of Berwick and Alnwick. 1825 (282) xv. 81.
- *—Bill for amending and making more effectual the laws concerning turnpike roads in Scotland. 1830-31 (77, 279) ii. 397, 445.
- *—Bill for amending and making more effectual the laws concerning turnpike roads in Scotland. 1831 (36, 166) iii. 495, 545.
- *—Act 1 and 2 Gul. IV, c. 43.
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- *—Sums voted by Parliament on the Shannon, Caledonian Canal, Highland roads, canals in Canada. 1834 (599) xlii. 519.
- *—Bill to render more effectual an Act of 2 Will. IV, as regards heirs of entail in possession to burden their estates for making turnpike-roads in Scotland. 1836 (154) vi. 421.
- *—Rents of all turnpike gates in each county in Scotland, 1832-35. 1836 (514) xlvii. 273.
- *—Report from the Select Committee on Statute Labour in Scotland, with minutes of evidence and appendix. 1836 (430) xviii. 397.
- *—Returns of the sums levied and expended in lieu of statute labour in the different counties in Scotland. 1836 (In 430, Appx.) xviii. 492-575.
- *—Statement regarding the Statute Labour Acts relating to Scotland. 1836 (In 430, Appx.) xviii. 467.
- *—Names of Commissioners of Highland roads and bridges; dates of appointment; places of usual residence; similar return of officers, meeting of Commissioners, attendance, etc. 1842 (396) xxvi. 479.
- *—Copy of report of Mark Napier, Esq., advocate depute, relative to the recent disturbances in Caithness connected with the Statute Labour assessments upon the inhabitants of that county. 1844 (466) xlii. 695.

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*—Act 8 and 9 Vict., c. 41.

*—Bill intituled an act for repealing so much of an act passed 1 and 2 Will. 4, intituled an act for amending and making more effectual the laws concerning the turnpike roads in Scotland, as relates to powers of justices to grant licences to tacksmen of tolls. 1845 (488) vi. 237.

*—Bill intituled an act to prevent tacksmen of tolls or other persons being licenced to sell wine, ale, or spirituous liquors at any toll-bar in Scotland. 1846 (95) iv. 483.

*—Bill to alter the mode of assessing the funds leviable in the County of Inverness for making and maintaining certain roads and bridges and other works in the Highlands of Scotland. 1848 (410, 485) iii. 1, 7.

*—Act 11 and 12 Vict., c. 40.

*—Bill for requiring the transmission of the annual abstracts and statements of trustees of turnpike roads in Scotland to the Secretary of State, to be laid before Parliament. 1849 (256) i. 7.

*—Act 12 and 13 Vict., c. 31.

*—Abstract of return of the name of each statute labour trust in Scotland; of the districts into which it is divided, and the length of road in each district, amount of annual revenue derived from composition in lieu of statute labour; value of labour from statute services during the years 1843 to 1847 inclusive; expenditure in repair of the roads, and number of meetings of trustees in the same period. 1850 (303) xlix. 145.

*—Bill to make more effectual provision for regulating the police of towns and populous places in Scotland, and for paving, draining, cleansing, lighting, and improving the same. 1850 (126, 307, 325, 349) vi. 15, 141, 271, 403.

*—Return of the names of all turnpike roads and bridge trusts in Scotland; length of road in each trust; amount of debts owing in each of the years 1843 to 1847 inclusive; amount of revenue and expenditure in each of the said years; number of persons employed, and number of trustees, and number of meetings of trustees held in each of the said years. 1850 (568) xlix. 197.

U.K. Govt. Abstract of the general statements of the income and expenditure of the several turnpike trusts in Scotland, for the year [ending Whitsunday], pursuant to Act 12 and 13 Vict., c. 31. 1851-83.

*1848-49-1851 [1343] xlviii. 463.

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 *1872-73-1874 [c. 970] lix. 391.
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 ***U.K. Govt.** Bill for rebuilding the bridge over the River Ness, at the town of Inverness, and improving the approaches thereto. 1851 (226) iii. 581.
 *—Bill for rebuilding the bridge over the River Ness, at the town of Inverness, and improving the approaches thereto; and for amending the acts relating to Highland roads and bridges. 1851 (278) iii. 593.
 *—Act 14 and 15 Vict., c. 66.
 *—Return from turnpike and bridge trusts in Scotland, stating the title and date of each existing local act, the dates when they will severally expire, and the length of road belonging to each trust. 1852 (285) xlv. 513.
 —Estimate of sum required for the grant to the Commissioners of Highland Roads and Bridges.
 *1854-1854 (in 433) xl. 702.
 *1855-1855 (in 140-VII) xxxi. 634.
 *1856-1856 (in 90-VII) xxxix. 666.
 *—Bill to extend the provisions of an Act of 14 and 15 Vict. for rebuilding the bridge over the River Ness, at Inverness. 1855 (238) iii. 331.
 *—Act 18 and 19 Vict., c. 113.
 *—Estimate of the sum required to be voted in the year 1855, ending 31st March, 1856, as a grant towards the completion of the bridge at Inverness. 1855 (In 140-VII) xxxi. 663.
 —Monies received and expended under Act 59 Geo. III, c. 135, for the maintaining and keeping in repair certain roads and bridges made in Scotland.
 *1854-1855 (in 337) xv. 491.
 *1855-1856 (in 113) xviii. 435.
 *1856-1857 (in 156) iv. 13.
 *—Statement of the Inverness bridge account. 1855 (In 337) xv. 497.
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 *—Sums advanced for the repair of roads and bridges in the Highlands of Scotland, originally made by the Commissioners under the Act 43 Geo. III, c. 80. 1855 (In 337) xv. 499.
 *—Sums advanced for the repair of the military roads in the counties of Inverness, Argyll, and Moray. 1855 (In 337) xv. 501.
 *—Sums expended in maintaining in repair the roads in the County of Caithness, which were surrendered to the charge of the Commissioners in 1838; and also in payment of the proportion chargeable against the County of Caithness of the expense of management paid within the period of this account. 1855 (In 337) xv. 509.
 *—Correspondence relating to a road through Holyrood Park. 1856 (213) lix. 465.
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- ***U.K. Govt.** Estimate of the sums proposed to be voted in the year 1856, ending March 31st, 1857, for the purpose of forming a new road through Holyrood Park to Duddingstone. 1856 (In 223-VIII) xxxix. 690.
- ***Aberdeen: County Committee.** Report on the turnpikes and commutation roads in the county, with a view to an entire change of the present system of management, and the total abolition of turnpike gates. Aberdeen. 1857. 8vo, pp. 34.
- ***U.K. Govt.** Statement of the Inverness Bridge account. 1857 (In 156) iv. 21.
- *—Statement of the sums which the several counties of Scotland have to pay, under the operation of the Road Repair Acts, to the Parliamentary Commissioners as their proportion of the expense of repair of roads and bridges. 1856-57 (in 156) iv. 30.
- *—Sums advanced for the repair of roads and bridges in the Highlands of Scotland, originally made by the Commissioners under the Act 43 Geo. III, c. 80. 1857 (In 156) iv. 23.
- *—Bill to enable Counties in Scotland to abolish tolls and statute labour, and to maintain their public roads and bridges by assessment. 1858 (40) iv. 299.
- *—Return showing the length, etc., of roads and streets within each Parliamentary burgh in Scotland, and amount of statute labour assessment in each County in Scotland. 1858 (244) lii. 681.
- *—Return of the number of miles of roads in each county of Scotland, both turnpike and commutation; cost per mile of each class of road, etc. 1859 (8 Sess. 1) xxiii. 439.
- *—Bill to levy an assessment in the County of Inverness to discharge a debt on the Castle Stewart and Nairn Road, in the said county. 1860 (93) iii. 625.
- *—Act 23 and 24 Vict., c. 37.
- *—Report of the Commissioners for inquiring into the matters relating to public roads in Scotland: with notes of evidence and appendices. 1860 [2596 and 2596-I] xxxviii. 1, 301.
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- *—Bill to enable Counties in Scotland to abolish tolls and statute labour, and to maintain their public roads and bridges by assessment. 1861 (58) iv. 107; amended by Select Committee (215) iv. 143.
- *—Bill to explain and extend a certain exemption from toll on turnpike roads in Scotland. 1862 (32) v. 473.
- *—Bill to provide for the transfer of the management of the statute labour roads and bridges within burghs in Scotland to the municipal authorities. 1862 (199) v. 155.
- *—Bill to transfer the roads and bridges under the management of the Commissioners of Highland Roads and Bridges to the several counties in which the same are situate, and to provide for other matters relating thereto. 1862 (191) ii. 207; amended in Committee (214) ii. 223; Lords' amendments (249) ii. 241.
- *—Act 25 and 26 Vict., c. 105.
- *—Bill to amend the law with respect to statute labour roads and bridges in Scotland. 1863 (63) iv. 193; amended in Committee (127) iv. 203.
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- *—Act to define the boundary between the counties of Inverness and Elgin or Moray, in the district of Strathspey; and for other purposes. 1870. 33 and 34 Vict., c. 16.
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- Bill for the abolition of tolls and pontages in Scotland, and to provide for the maintenance of roads and bridges in Scotland by assessment. 1873 (45) iv. 645.
- Return of the turnpike trusts in Scotland, showing the names of each, the short title and date of local act; the date at which such act expired or will expire; and whether such act is continued by the Turnpike Trusts Continuance Act; also, return relating to all roads and bridges in Scotland for the year ending Whit-Sunday, 1872, showing the income, expenditure, and debts. 1873 (384) lviii. 619.
- *—Bill to alter and amend the law in regard to the management and maintenance of roads and bridges in Scotland. 1876 (118) vi. 449.
- Return from the turnpike road trusts of the counties of Renfrew and Lanark, and of the other counties in Scotland in which the roads are maintained by tolls under turnpike trusts; of the annual revenue and expenditure of the several trusts for the five years ending 31st May, 1875. 1876 (346) lxv. 505.
- Return of the names of the counties in Scotland in which tolls have been abolished or are not exacted, giving in respect of each, 1875-76, the valuation of the county; the assessment per £ levied for management and maintenance of roads; for debt; and for new works; and total assessment per £ for road purposes. 1876 (309) lxv. 529.
- Bill to alter and amend the law in regard to the maintenance and management of roads and bridges in Scotland. 1877 (65) vi. 99; as amended in Committee (214) vi. 149.
- Bill to amend the law in regard to the management and maintenance of roads and bridges in Scotland. 1877 (72) vi. 209.
- Return relating to roads and bridges in the counties of Lanark and Renfrew. 1877 (292) lxxiii. 441.
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- *—Act 41 and 42 Vict., c. 51.
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- *—Bill for requiring the transmission of annual abstract of accounts and statements of trustees or commissioners of turnpike roads and bridges in Ireland, to the Lord Lieutenant, to be laid before Parliament. 1850 (84) viii. 451.
- *—Act 13 and 14 Vict., c. 4.
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- *1873-4—1874 [c. 967] xxvi. 1.
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- *1875-76—1876 [c. 1493] xxxi. 535.
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- *1908-09—1909 [cd. 4810] xxx. 1.
- *1909-10—1910 [cd. 5319] xl. 1.
- *1910-11—1911 [cd. 5847].
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